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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
DURBAN
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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Hongkong, 27th January, 1908.

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Our communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous communications should be inserted.

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AGRAECIMENTO.

ERNESTO E. DA SILVA, ENRIQUETA M. S. MARQUES, ADRIANO H. M. DA SILVA E ANDRÉ M. C. DA SILVA agradecer por este meio a todas as pessoas que tomaram parte no funeral da sua extremosa mãe, VICÊNCIA S. C. RIBEIRO DA SILVA (mãe Macaco), bem como a todos que assistiram ao Exequias em Hongkong, das manifestações de condolência que receberam, e muito particularmente ao facultativo Sr. Dr. Espinosa d'Almeida, pelo seu infatigável zelo com que tratou a extinta. A todos os seus profundos reconhecimentos. [200]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 31st, 1908.

THE TIMES has recently been drawing attention to the extremely astute manner in which China has taken advantage of the restoration by Japan and Great Britain respectively of Manchuria and Tibet, to exploit those countries to her own advantage, to the utter exclusion of any consideration whatever for the wishes or intentions of either of those countries. Its conclusions on the subject, that in some way China in the affair has been guilty of national ingratitude, are hardly borne out by the circumstances of the case. It was most assuredly not from any philanthropic feelings towards China that Japan undertook the task of recovering Manchuria from Russia, but from the assured feeling that the supremacy of Russia in these districts implied her own eventual extinction as a nation; and England's march to Lhasa was equally the outcome of the quiet indifference with which China had regarded Russia's bareheaded intrigues with the Tibetan hierarchy. Doubtless in both cases Russia's success would have implied the overthrow of China as an independent Power, and have rendered her for the future a humble dependent on the Muscovite; but nothing was further from the intentions of

either Japan or England than any quixotic effort to restore the lost prestige of China. This, of course, was all the while as evident to China as to the world at large, so that it is hardly logical or reasonable to try to find any claim to international gratitude in one case or the other. But, though we must acquit China of the crime of ingratitude, it by no means follows that it would be safe or expedient in her own interests to permit her to place her own interpretation on the terms under which she was permitted to resume her authority over these countries. This is, however, the traditional policy of Peking, as soon as she thinks she can do so with impunity. China, in fact, has a lively sense of the engagements of others towards herself, but little respect for her corresponding responsibilities, and so when confronted with statements of the calibre of Sir HENRY POTTER, or Lord ELGIN, she has invariably overbore the mark, and brought about such a condition that in the end the knot in which she has become entangled has had to be cut by means more or less violent. This is being exhibited in her present attitude in Tibet. Practically she owes to England the recovery of her lost influence at Lhasa, which under the regime of the present DAI-LAI LAMA had been practically effaced. It is quite true that we did not restore Chinese rule in Tibet from any altruistic idea of the righteousness of China's rule, but for our own convenience, and to avoid the necessity of advancing our own Indian frontiers. But this very fact should have impressed on China the advisability of remembering that she held her post of protectress during good behaviour, and not in return for any benefit she had conferred on us. So far as this from being her view of the case, that while almost ostentatiously casting aside those engagements under which her supremacy was restored, she has been complaining of our supposed infractions of her imaginary rights, and from the very beginning has been seeking for grounds of remonstrance, while studiously aiming at repressing our commercial intercourse. Lately she has gone a step further; she has paid off on behalf of Tibet the balance of the indemnity imposed for Tibet's infraction of those very stipulations which made occupation necessary, and forgetting this fact, and continuing the infraction, she has the temerity to demand as a right the withdrawal of the British troops from the valley of Chumbi. Fortunately for China, as well as for British interests in the Far East, the British Foreign Office has awakened to the absurdity of the contention; and has refused to move the troops till China shows herself prepared to act up to her part of the agreement, and this instance of insistence is apparently causing much consternation at Peking, where the British custom has ever been to permit things to drift, rather than by compelling strict observance, to block the door to future misunderstandings and quarrels.

This Tibetan insistence of the seemingly incurable habit of Peking of seeing but one side, and that her own, to any international agreement, is not solitary; and the reactionary party have been seeking to fan into a flame just such another in the case of the Ningpo-Soochow Railway loan. The Peking Government had made with the Anglo-Chinese Syndicate a very profitable (from the Chinese point of view) arrangement to have this, one of the most important main railway lines in China, made by the Syndicate, the Empire taking all the profits, after paying interest at a very moderate rate, while the risks fell on the Syndicate. Not a word was said against the terms while negotiations were passing. Peking was especially well pleased, as the arrangement practically took control out of the hands of the provincials. As soon as the arrangement, which had been entered into after considerable discussion and with practically open doors, the reactionary party found its opportunity of stepping in. The agreement was to be denounced, because, forsooth, it interfered with the "sovereign rights" of China to make—or may—her own railways! Young China, at the moment intent on this new shipbooth, was readily persuaded by the reactionaries that the new agreement in some mysterious way contravened its rights. The instigators of the movement, who for a time kept themselves in the background, were actuated by deeper motives, and were really actuated by what they conceived to be the growing power of Peking over the provincial governments. Somewhere what was called a "compromise" was suggested; the money was to be paid to the Metropolitan Board of Communications; and it was to dole it out to the provincial constructors. It was thought that as a matter of course the Syndicate would be content with this imaginary compromise, and would go blind and forego all control, leaving that to the

Board of Communications. All were plate at the capture of the Syndicate, and the prospect of self, unalloyed with financial or other control—just, they thought, in the good old style. It was just such an ideal arrangement as the Tibetan: all the responsibility and outgo on the side of the foreigner, and all the profit, and that too, unchecked by any disagreeable audit, on the part of the fortunate officials. Peking was naturally quite content with the "our promise"; it had the control, that is to say the advancing of the money; and it knew from experience what that meant; it wanted nothing more. The provincials knew also what Peking control meant, and how to avoid its unpleasant incidence; the foreigner on his side had nothing further to do than to advance the money; and that completed his part of the bargain! That there could be any stipulation as to China's part in the transaction, that would be, of course to call in question China's "Sovereign Rights"; and that was a thing regarding which there could be no disputing. So long as the question was regarding the control of Peking over the Railway, the unanimity of Metropolitan statesmen was above question; they were solid for the foreign loan, and Imperial Control; but affairs assumed quite a different aspect as soon as Peking conceived it could get the foreign money and its control in its own hands. Naturally the Syndicate interpreted the new proposal in quite a different light; it had the temerity to ask for the same control as before! The fat was now in the fire; and we find all patriotic China ablaze at the presumption of the foreigner. It has, it thinks, the means to make the foreigner bend: it will establish a boycott. Jardines and the Hongkong and Shanghai Bank are the principal offenders; they must be utterly extinguished. The Municipal Council of Shanghai had the temerity to arrest a native banker caught flagrante delicto, advocating the boycott, and the righteous fire of the Shanghai Taotai boils over. Who dared to order his arrest? He would see himself to the Council, and, if necessary, would himself teach it to know its place. Unfortunately our Home Government has been, as China knows very well, lending its aid to the general solution of authority all over the world. Ireland is in open contumacy; India has been permitted to play with authority, till government soverely exists; the Colonies are one and all disaffected because their efforts to keep order within have been thwarted by a dangerously disaffected party within the Government itself. The example has not been lost on China; residents feel its effects in the increased efforts of the reactionary party to escape its engagements. It is possible that no irreparable damage has ensued, but the moment has become one of anxiety all over the world.

The ninth case of plague was recorded yesterday.

The German Mail of the 31st December was delivered in London on the 29th inst.

In our issue of yesterday, 30th inst., we published a paragraph of police news which we regret to learn was inaccurate. Kwok Mo Kwai is a broker employed by Messrs. H. Dang & Co., and was prosecuted by Lung Sing, a dealer in foreign goods, on a charge of obtaining \$221 by false pretences. So far from there being any prosecution by his employers, we learn that Mr. Dang himself gave evidence for the defence. Mr. Grist was for the prosecution and Messrs. Golding and Barlow for the defendant, who was dismissed.

Early yesterday morning an amah residing at 30, Gough Street, had occasion to open the front door, and when she went to close it some minutes afterwards she stated that a man seized her by the throat and threatened to stab her with a knife which he held in his hand, if she shouted. People on the floor above were attracted by the unusual noise caused by the struggle, and as they began to stir the man who held her released his hold and ran away. The amah and other people followed him, calling "stop thief" and a lūkong seized the fugitive. He was charged before Mr. H. H. J. Gompertz at the Police Court yesterday with armed robbery, and committed for trial at the criminal sessions.

At the annual meeting of seat-holders and subscribers of St. Andrew's Church, Kowloon, held on Wednesday the Rev. A. A. Stevens, (Chaplain) presided. The accounts were presented by Capt. Fielder and showed that the receipts totalled \$2,310.33 and the expenditure \$2,624.33 leaving a balance of \$185.50. Special mention was made at the meeting of the efforts and gifts of the retiring vestry, Sir Paul Chater, Mr. Mody, "A.H.H." and a few friends whose donations and subscriptions were in anticipation of or in response to the appeal for a Sustenance Fund. Sir Paul Chater was unanimously re-elected hon. auditor and the retiring Vestry, Capt. Fielder, Messrs. Eves and Pankham were also re-elected. The Chairman, after thanking the hon. auditor and the Vestry for their past services, suggested that the Vestry should make every effort, with himself, to raise \$4,000 or \$5,000 during 1908 to meet needs arising. Thanks were given to Miss Rook for her services as organist and to others who had assisted in various ways.

TELEGRAPH SERVICE.

FRANCE.

LONDON, January 28th.

In the debate on Morocco M. Pichon said it was impossible to recognise Mula Hafid; referring to Mr. Delcassé's speech, he denied that France's alliances and friendships were directed against any Power.

The French Chamber has passed a vote of confidence in the Government by 436/51.

RUSSIA.

LONDON, January 28th.

The Minister of Communications has introduced a Bill to the Duma for the construction of a second line of the Siberian railway, at a cost of £15,732,000; the first section to be completed by 1911.

THE SUEZ CANAL.

LONDON, January 28th.

The Canal is re-opened to traffic.

THE CAPE COLONY ELECTIONS.

LONDON, January 28th.

In the elections for the Legislative Council at the Cape, the Dutch party has been signally victorious.

THE KING'S VISIT TO DENMARK AND NORWAY.

LONDON, January 28th.

The King and Queen will visit Denmark and Norway in February.

SIR HENRY CAMPBELL-BANNELMAN.

LONDON, January 28th.

The Premier is recovering.

SUSPENSION OF A BANK.

LONDON, January 28th.

Owing to a severe run on the National Bank of North America, the Comptroller of Currency has been asked to assume charge. The capital of the Bank is \$2,000,000.

"DAVID GILLIES" SUCCESSFULLY LAUNCHED.

At the Kowloon Docks yesterday afternoon the launching of the Dock Company's new tugboat "David Gillies" took place in the presence of many interested spectators, among the number being Mr. H. P. White (Chairman of Directors), Hon. Mr. H. Keswick and Mrs. Keswick, Mr. and Mrs. Parlane, Mr. and Mrs. Silverstone, Mr. Gray Scott, Mr. and Mrs. A. C. Gordon, Mr. and Mrs. Gibbs, Mr. and Mrs. Eldred, Mr. and Mrs. W. O. Jack, Messrs. Mitchell (Acting General Manager of the Dock Co.), A. Fuchs, A. Denison, P. Smith, Sinclair, J. Hand, T. Neave, J. Lambert and Captain W. E. Clarke.

At the appointed hour the usual order to clear the slips was given, and the smart and strong looking little craft made her way seaward amid much cheering and crackling, being named by Mrs. Keswick before taking the water.

An adjournment was then made to the building noted for many of such gatherings, and there Mr. H. P. WHITE, who presided, proposed the health of the lady who had christened this steamer, and success to the vessel. While the prosperity of the Dock Company depended, to some extent, upon the adversity of other people, he was sure they wished nobody any harm, but they hoped that success would come to the "David Gillies" both as tug and a salvage boat.

Hon. Mr. KESWICK responded for Mrs. Keswick, and on her behalf thanked the Company for the honour they had done her in asking that she should christen the steamer. The boat just launched had the name of "David Gillies," a good man, and they could therefore wish for her a long, a useful and an honourable career (cheers).

THE CHAIRMAN then proposed the health of the builders of the vessel.

Mr. GRAY SCOTT in responding said he could assure the Chairman that the Dock Company had a staff second to none in the East. It did not matter when they had to work whether they had to work night or day, or what they had to do, they were equal to it. Last year they had felt the need of such a vessel as the "David Gillies," and her presence would help them considerably.

The "David Gillies" is a steel, triple expansion twin-screw tug. She has a length moulded, 27 ft. 10 in. and depth, moulded, 14 ft. 6 in. Her mean draft is 10 ft. 9 in. She is provided with engines of the inverted, vertical triple expansion, surface condensing type; the diameters of cylinders are 13 in., 22 in., and 35 in., and length of stroke 30 in. The two boilers with which she is fitted are cylindrical return tubular and are built of mild steel, their diameters being 18 ft. 6 in., and length 10 ft. 6 in. Their working pressure is 180 lbs. to the inch.

At the Police Court yesterday Chau Mi and Wong Te-lan were indicted on the charge of murdering one, Chan Tai-tai, at Praya East, and on a second charge of being unlawfully armed with weapons and with stealing goods and chattels to the value of \$25. The hearing was adjourned.

LADIES' BENEVOLENT SOCIETY.

The annual meeting of the Ladies' Benevolent Society was held in the City Hall last evening. Mr. Murray Stewart presided, others present being Lady Barkley and Mesdames May, Hickling, Turner, Atkinson, Peter, Sutherland, Jordan, Voretzsch, Pollock (secretary), Chatham, Banbury and Miss Fletcher; His Lordship Bishop Linder, Hon. Dr. Atkinson, Hon. Mr. H. E. Pollock, Consul-General Wilder, Revs. F. T. Johnson, J. H. France, C. H. Hickling and Dr. F. Clark.

Mr. STEWART's notice of this meeting was duly given, and the committee now submit to members the annual report, which, as it has not been circulated must now be read, but before reading it I will tell you of the objects of the Society:—The Hongkong Benevolent Society was founded in September, 1889, for the purpose of rendering assistance in cases of sickness, want, poverty or distress arising from time to time amongst persons other than members of the Portuguese or Chinese community in the Colony. It is an attempt to introduce method and organisation into our charitable efforts; and to secure by careful investigation of all cases that help shall chiefly be given to the most needy and the most deserving. The relief given varies with the individual cases. Some are granted passage money to enable them to get back to home lands; some are helped to pay their rents; certain children, left orphans and destitute, are being maintained at school; employment is found for not a few who have been stranded in the Colony; and a little temporary assistance is given to many, helping them through a crisis and sometimes towards a fresh start in life. The income of the Society is derived from subscriptions and donations. The condition of membership is the subscription of \$12 per annum. This gives the privilege of recommending cases for investigation by the committee. Any sum paid to the secretary, other than by way of subscription, is deemed a donation. A donation of not less than \$50 entitles the donor to a life membership of the Society. A general meeting is held once a year to receive reports, elect a committee for the ensuing twelve months, and discuss generally the Society's interests. The Committee meets on the first Tuesday of every month, and also specially when required, for the discharge of the functions of the Society as above outlined.

THE CHAIRMAN read the report, extracts from which are as follows:—During the year, fifteen applications for assistance were made to the Committee and twelve of those who applied received help; either with money, board and lodging, work found for them in the Colony, or their passages paid to various places where they had friends or promise of employment. Thirteen other cases received relief through the Rev. J. H. France, M.A., Seamen's Chaplain, to whom the thanks of the Committee are again tendered for his most invaluable help in investigating cases, and rendering immediate, temporary assistance, to such as he considers in need of this. The Society has paid for the support and education of five children during the past year and monthly allowances have been made for home-leave to old and deserving people. Two girls have finished their education writing expressing their gratitude for all the Society has done for them. The Society has dealt with over 1750 cases since its establishment in 1886. The essential object is to relieve those who have the strongest claims, the really deserving cases of want and sickness, to relieve old age, care for, and educate, young children dependent on the Society, and also when possible to help the erring and those who have fallen into bad ways to make a fresh start and do better things. To do all this wisely and conscientiously, each case must be personally investigated by members of the Committee, or the Reference Committee, before help is given so as to avoid the danger of multiplying applications for relief. Should subscribers wish for more particulars the Hon. Secretary will be pleased to give further details. The thanks of the Committee are due to the St. George's A.D.J. for \$200, the proceeds of a performance given for the benefit of the Society. Also the Committee have again most cordially to thank the managers of the various steamship companies who have so kindly responded to their appeals for reduced passages for many of their applicants. The Committee desire to express their grateful appreciation of the very generous donation of \$10,000 to the funds of the Society which has been made by Mr. H. N. Mody. This sum has been invested in Hongkong Club Debentures, and is called "The Mody Trust Fund," and accordingly brings an annual income of \$790 to the Society. There is ample scope for the employment of this additional revenue in the furtherance of the work, and while gratefully acknowledging this generous gift the Committee sincerely hope that present subscribers will continue their support as in past years; and that new members may be added to the list, for although by the gift the funds may not be at such a low ebb as in the previous year 1907, when the work was seriously crippled by lack of funds, the European population is increasing and the Society needs all the help and support that can be afforded to it to meet the demands for and assistance to carry on the work satisfactorily. In conclusion the Committee wish to sincerely thank all who have helped them during the past year, and hope that all the residents in Hongkong will take an interest in the Society; not only by subscribing money but by mentioning to the Hon. Secretary or any other members of the Committee names and addresses of persons who need help—and by sympathising with, and supporting the attempt which has been made to introduce method and organisation into our charitable efforts. The Committee also desire to thank Mrs. Saunders and Mrs. Thompson for the work they did during the year.

Mr. STEWART then continued—This report will, I imagine, satisfy ordinary members of the Society that its aims and objects have been judiciously served by the outgoing Committee. I take it that nothing need be said by me to recommend it to the favour of those present, but if, through the columns of the local press, its contents should reach a larger audience, it will remind them of the distresses hovering in our midst in guises which render it difficult and perplexing to deal with. Misfortune is not a cheerful topic, and in our present easy environment of abounding creature comforts the mere thought of it is apt to be regarded as an unwelcome intrusion. Here the saying "that the poor are always with us" loses force. We seldom witness signs of actual want. We are not haunted by hungry looks. Indigence hides its head. Suffering shrinks away. I speak of our own poor, of course. They are seldom in evidence and, inasmuch as the argument concerning that which is not seen is apt to be the same as concerning that which does not exist, we are all perhaps liable to grow a little heedless and to pursue our avocations and relaxations without indulging over much in reflections such as are forced upon our notice by a report of this kind. A phrase of it serves, in any case, to show that there is a regrettable need for the existence of the Society. I hope that some of those who ought to belong, and who do not, will be reached by the account of benevolent activities and induced to join. Most of them are, I imagine, merely unimpaired of the flesh. In the delicate matter of dealing with the cases, which come before the Committee rare qualities are requisite. Most of us, I fancy, would not care to take over our share of the common responsibility and personally attend to it. Few things are more hateful than to refuse help; few things more annoying than to be imposed upon. Consequently it is a great relief to be able to refer importantly to some constituted authority qualified by patience, tact and kindness to officiate, and those members who, like myself, are merely passive assistants, owe a debt of gratitude to the Committee and to their active helpers for taking our charity off our hands. Satisfied that the ordinary members realise this indebtedness and fully appreciate the value, in care, trouble, and anxious thought, of the work done, I confidently recommend, and now formally move, the adoption of the report.

Mr. POLLOCK seconded, and the motion was carried.

THE CHAIRMAN then read the report of the guarantee scheme for 1907 as follows: During the past year the calls made upon the guarantors were comparatively few in number and in nearly one half of the cases the men were not long out of employment, and were able out of their advances to pay their own expenses, thus relieving the guarantors of all responsibility. In all, seven cases were, after careful investigation, admitted to the benefits of the scheme. Of this number four, being sailors were sent to the Sailors Home at West Point. In three of these cases work was quickly found and the men obtaining advances paid their own expenses. The fourth had to wait a long time and the guarantor was called upon to make up a deficiency of more than forty dollars. Three men who were not sailors were taken into the Seamen's Institute at Wanchai. One man very quickly got work and has since refunded the amount \$6.90 paid for him. The other two, despite every effort, were for nearly seven weeks dependent upon their guarantors and a heavy call had to be made upon those gentlemen. Looking back upon the year there is good reason for thinking that the scheme has been on the whole a good thing for the Colony. It has helped men to help themselves and put them in the way of getting employment. Concluding he said: I have been asked to appeal to gentlemen to come forward as guarantors as those provided under the scheme or those who formally stood guarantor have about run through. To persuade others to come forward I will be very glad to lead the way myself (applause). I now move that this report on the guarantee scheme be adopted.

Mr. POLLOCK seconded, and the motion was carried.

THE CHAIRMAN proposed the election of the following ladies to the committee—Mesdames Peter, Sutherland, Jordan, Hickling, Voretzsch, Pollock, Sieb, Banbury, Clayton, Pemberton and Hancock.

Dr. ATKINSON seconded, and the motion was carried.

THE CHAIRMAN then read the following letter from Lady Lugard:—"Dear Mrs. Pollock, I will with pleasure become patroness of the Benevolent Society, and if I can be of any use to you in that position I hope you will never hesitate to refer to me. Yours very sincerely, C. B. Lugard."

This was all the business.

AN INTENDED PIRACY?

Returning to his ship, the s.s. "Ying King," early this week after a brief absence, Captain Page found that his cabin had been entered and certain arms and ammunition removed. He reported the matter to the police and detectives were promptly set to work. After an exhaustive search of the vessel the missing arms were found concealed in one of the lifeboats. Now it became known that on the trip to Canton the "Ying King" was carrying a large quantity of silver, and it is surmised that this information was conveyed to Chinese pirates who were to board the ship as passengers, hold the crew up while at sea, and make off with the money. After this discovery the Canton steamer left Hongkong with an adequate guard on board to cope with marauders and arrived safely at Canton.

How to BE BEAUTIFUL—Keep your complexion Mrs. Ellison's Crème Chamoisante, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, and should be received by him before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. 1907.

P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS

A. S. WATSON & CO., LIMITED.

NOTICE

CHINESE NEW YEAR.

ON MONDAY, 3rd February, The "HONGKONG" will be CLOSED. All other Departments will be OPEN for business from 10 a.m. to 1 p.m.

A. S. WATSON & CO., LTD.

Hongkong, 31st January, 1908. 291

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN,"
Captain A. J. Robson, will be despatched for the above Port TO-DAY, the 31st inst., at 10 a.m. Calling at Swatow and Amoy for Passengers only.

For Freight or Passage, apply to
DOUGLAS, LAIDLAK & Co.,
General Managers,
Hongkong, 31st January, 1908. 292

NAVIGAZIONE GENERALE
ITALIANA.
(Klorio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to LONDON, BRISTOL, LIVERPOOL, and other ports, all MONTHLY, and also to SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERMANENT GULF and BAGDAD, also BAHAMAS, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANZO,"
Captain Belmont, will be despatched as above on WEDNESDAY, the 12th Feb., at NOON. For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 31st January, 1908. 293

NOTICE

INSPECTOR F. ALLEN will not hold himself responsible for any debts incurred by His Wife, AUGUSTA ALLEN, on or after this date.

Hongkong, 28th January, 1908. 296

HONGKONG FOOTBALL CLUB.

THE SHANGHAI FOOTBALL TEAM will be entertained at Dinner on TUESDAY, February 4th at the Hongkong Hotel at 7.45 p.m. All Members desirous of being present should notify the undersigned as soon as possible.

H. L. O. GARRETT,
Hon. Secretary,
Care of Hongkong Club.
Hongkong, 30th January, 1908. 298

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 41, the EXCHANGE BANKS will be CLOSED for the Transference of Public Business on MONDAY, the 3rd February.

Hongkong, 28th January, 1908. 273

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

A REGALIA DANCE will be held in the City Hall on FRIDAY, the 7th of February. Dispensation to wear Regalia for English and Scotch Masons has been received from the DISTRICT GRAND MASTER. No Invitations to this Dance will be issued after the 5th day of February.

A launch will leave the Star Ferry Wharf at 2 a.m. to convey Kowloon residents to the Island.

K. J. IN BLAKE,
Hon. Secretary,
Hongkong, 23rd January, 1908. 282

B. R.

NOTICE IS HEREBY GIVEN that the PEAK TRAMWAYS COMPANY have submitted to the Government revised plans showing the route of the proposed New Tramway from the Queen's Road end of Battery Path via GLENVALE VALLEY to the PEAK. The route now proposed cuts the lower part of the North-eastern edge of the Public Gardens and then passing on trestles along their Western extremity, and within 100 yards of the Roman Catholic Cathedral crosses Robinson Road about 30 yards to the East of its junction with Conduit Road. Continuing upwards it passes within 120 yards of Inland Lot No. 1568 and adjoins the Peak Road opposite Inland Lot No. 1146, keeping after that to the Eastern slope of Victoria Peak.

Owners of adjacent property and the general public who may be interested in the effect of the Tramway upon the Public Gardens can inspect the plans and drawings at the Office of the Director of Public Works for a period of one month from this date between the hours of 10 a.m. and 4 p.m.

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th January, 1908. 230

NOW READY.

MAIL TABLES FOR 1908.

Show the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mailed on Card 30 Cents
On Paper 20
On Sale at the Hongkong Daily Press Office, Hongkong, 17th January, 1908. 215

PUBLIC COMPANIES

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Central, THIS DAY (FRIDAY), 31st January, 1908, at NOON, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 25th January to 15th February, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 31st January, 1908. 223

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of February, 1908, at NOON, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1907.

By Order of the Court of Directors,
J. B. M. SMITH,
Chief Manager,
Hongkong, 29th January, 1908. 282

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February, 1908 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. B. M. SMITH,
Chief Manager,
Hongkong, 29th January, 1908. 283

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Office, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary,
Hongkong, 30th January, 1908. 289

INTIMATIONS

GRAND BOXING CONTEST.

CITY HALL
ON WEDNESDAY,
The 5th FEBRUARY, 1908.

U. S. NAVY

H. M. S. "KENT."
Booking and plans at ROBINSON PIANO Co.
Hongkong, 28th January, 1908. 275

NOTICE TO MARINERS.

No. 310 (Special).
CHINA SEA.
SANTUO DISTRICT.

SPIDER ISLAND LIGHT ESTABLISHED.

NOTICE IS HEREBY GIVEN that SPIDER ISLAND LIGHT was exhibited for the first time at sunset on the 16th January.

The illuminating apparatus is Dioptric, consisting of the Fourth Order, showing a fixed white light varied by an eclipse every 15 seconds, thus:

Light 13 Seconds,
Eclipse 2 Seconds.

The Lighthouse stands on the most easterly point of the North East end of Spider Island, and the Light, which is elevated 142 feet above the level of the sea, should be visible in clear weather at a distance of 17 1/2 nautical miles.

The Tower is an iron structure with a total height from base to lantern vanes of 53 feet. The Tower and dwellings are painted White.

Approximate position:
Latitude 26° 31' 25" N
Longitude 120° 4' 18" E.

W. FERD. TYLER,
Coast Inspector.

Coast Inspector's Office,
Shanghai, 23rd January, 1908. 278

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS
POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS,
Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS
in Bags, Packets, Sets, &c. &c.
AND
All other Philatelic Goods

CALL AT—
SHAO & CO.,
Hongkong Hotel Corridor,
Hongkong, 1st January, 1908. 119

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENCES at the OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY
PRESS,
with which is incorporated
THE CHINA OVERLAND TRADE REPORT,
subscription, paid in advance, \$12 per annum.
Postage \$2 to any part of the World.

INTIMATIONS

MEDICAL DEPARTMENT WARNING

THE EUROPEAN RESIDENTS of the Colony are advised to avoid China-Town during the forthcoming China New Year Festival, unless they have been previously vaccinated, owing to prevalence of Smallpox among the Chinese community.

J. M. ATKINSON,
P.G.M.O.
Hongkong, 29th January, 1908. 281

NOTIFICATION.

IT IS HEREBY NOTIFIED that applications are invited for the Appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1st of April, next, in the Medical Department.

Applications in the handwriting of the applicant, with Certificates of Character, etc., should be forwarded to the Principal Civil Medical Officer, at the Civil Hospital, not later than NOON of the 29th February next.

Salary, \$6, \$480 rising by annual increments of \$0 to \$600 per annum, with uniform, attendance, free furnished quarters and an allowance of \$84 per annum for fuel and light.

Full Particulars may be had on application.

J. M. ATKINSON,
Principal Civil Medical Officer,
Medical Department,
Hongkong, 29th January, 1908. 280

E. R.
WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTERS OFFICE, Victoria Barracks, until 12 o'clock NOON on WEDNESDAY, the 13th of FEBRUARY, 1908, for the undermentioned SUPPLIES and SERVICES for the period of 12 months from 1st April, 1908:—

1. MEAT.
2. HOSPITAL SUPPLIES and MEDICAL COMFORTS.
3. GENERAL SUPPLIES and PROVISIONS.
4. OIL, WICK and BARRACK SUPPLIES.
5. COAL, COKE, WOOD & CHARCOAL.
6. BARRACK SERVICES & SOA VENTING.
7. WASHING.
8. TRANSPORT SERVICES (Supply of Launches, Junks, Coolies, etc.).
9. FORAGE.

Forms of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the OFFICER COMMANDING, Army Service Corps, between the hours of 10 a.m. and 4 p.m.

Tenders must be properly filled up, signed and dated, and no tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 NOON on the above date, in a closed envelope marked "TENDERS" on the outside.

The right to reject any or all Tenders is reserved.

Head Quarters Office,
Victoria Barracks,
Hongkong, 28th January, 1908. 272

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On TUESDAY, the 28th January—
From STONECUTTERS in a Westerly direction, at ranges up to 10,000 yards commencing at 10 a.m. and finishing at 1 p.m.

On THURSDAY, the 3rd February—
From LYEMUN F.C. in an Easterly direction, at ranges up to 14,000 yards commencing at 2 p.m. and finishing at 5.30 p.m.

On MONDAY, the 3rd February—
From STONECUTTERS in a Westerly direction, at ranges up to 6,000 yards commencing at 10.30 a.m. and finishing at 5 p.m.

On WEDNESDAY, the 5th February—
From LINWOOD in a Westerly direction, at ranges up to 10,000 yards commencing at 10 a.m. and finishing at 1 p.m.

On MONDAY, the 17th February—
From LYEMUN in a North-Easterly direction, at ranges up to 6,000 yards commencing at 7 p.m. and finishing at 11 p.m.

On TUESDAY, the 20th February—
From LYEMUN F.C. in a North-Easterly direction, at ranges up to 10,000 yards commencing at 7 p.m. and finishing at 11 p.m.

On FRIDAY, the 21st February—
From STONECUTTERS in a North-Westerly direction, at ranges up to 6,000 yards commencing at 7 p.m. and finishing at 11 p.m.

On TUESDAY, the 25th February—
From LYEMUN F.C. in a North-Easterly direction, at ranges up to 10,000 yards commencing at 7 p.m. and finishing at 11 p.m.

On TUESDAY, the 3rd March—
From STONECUTTERS in a Westerly direction, at ranges up to 10,000 yards commencing at 7 p.m. and finishing at 11 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N.,
Harbour Master, &c.
Hongkong, 25th January, 1908. 281

KWONG WOO.
JEWELLER, DEALER IN SILKS, &c.
No. 78, Queen's Road, Central.

BEGS to inform his Patrons and the General Public that, owing to necessary extension of stock to meet increased business, he will REMOVE to his New and more spacious Premises at No. 68, QUEEN'S ROAD, CENTRAL, (seven doors East of his present premises) on 3rd January, 1908.

Hongkong, 1st January, 1908. 181

WANTED

WANTED.

POSITION in Mercantile Firm by Young Man just out from Home. Perfect knowledge of English and German; good knowledge of French and general routine of Office Work.

Apply to—
Box 223,
Care of "Daily Press" Office,
Hongkong, 29th January, 1908. 230

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned up to the 25th February 1908, for the post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1908 to the 1st April, 1909; with the prospect of a permanent appointment as Secretary.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order,
C. H. GRACE,
Secretary.
Hongkong, 27th January, 1908. 285

HONGKONG CLUB.

NOTICE.

THE Post of COMPRODOR to the above Club, becomes vacant on the 31st March, 1908. Applications to fill the same will be received by the undersigned up to the 31st January, 1908.

C. H. GRACE,
Secretary,
Hongkong, 29th January, 1908. 172

FOR SALE

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,850 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to
GOLDING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 12th September 1907. 106

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 288 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE,
Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 13,000 SQUARE FEET. 998 YEARS' LEASE.

For Particulars, apply—
GEO. FENWICK & Co., Ltd.,
Hongkong, 8th June, 1906. 184

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR
日曆英中 年十五

FROM 1ST JANUARY, 1854 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SAI.

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Hongkong, 3rd October, 1906. 1841

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TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—
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Hongkong, 1st January, 1908. 186

TO LET.

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One FOUR ROOMED HOUSE at Praya East, near East Point.

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Hongkong, 21st October, 1907. 93

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OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.
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OFFICES in YORK BUILDING.

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FIRST Class European Houses, furnished or unfurnished, Loehli Terrace and Humphreys Avenue, Kowloon.

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TAM TSE KONG,
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 43, Nathan Street, West, Hongkong, 1st October, 1907. 84

TO LET.

IMMEDIATE POSSESSION.
GODOWN No. 101, Praya East.

Apply to—
CHATER & MOY,
Victoria Buildings,
Hongkong, 17th January, 1908. 212

OCCIDENTAL HOTEL.

ROOMS TO LET. Well and Comfortably furnished, with separate Kitchens and Baths for each set of Rooms. Good accommodation. Gas, Electric and Water laid on. Rent very moderate.

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45, Elgin Road, Kowloon.
Hongkong, 15th January, 1908. 202

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRODOR'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1905. 158

TO LET.

"EGGESFORD" (Furnished) No. 114, No. 71, WYNDHAM STREET.
"GLENWOOD" CAIN ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

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OFFICES in Queen's Road Central.
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No. 6, DES VOEUX VILLAS (PRAY).
No. 57, PRAYA GRANDE, Macao.

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3rd Floor, Alexandra Buildings,
Hongkong, 30th January, 1908. 189

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FROM 1st MAY.
KOWLOON MARINE LOT 49, Yanmat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.


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Hongkong, 18th January, 1908. 221

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Remarkably smooth motion. — Noiseless change of gear.
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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"RHENANIA."
Captain von Hoff, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st proximo, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 25th January, 1934. 263

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"AMERICA."
Capt. Schwinghammer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 4th February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th January, 1934. 269

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SLAVONIA."
Captain Kotzle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Febr., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Febr., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 25th January, 1934. 276

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SOGOTRA"
FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at transit risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 3rd Febr., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative, at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 25th January, 1934. 1

MOTOR NOTES FROM HOME.

(Written for the Hongkong Daily Press.)

London, December 13th.
THE PARIS SALON.

The Paris Salon Motor Exhibition was brought to a successful close on Sunday last, the 13th inst. The success of this, the tenth exhibition of its kind angers well for the future. As an additional attraction, every visitor to the Salon received a numbered ticket entitling him to participate in a draw for a hundred or so prizes, ranging from a motor-car to a spare outfit. The first prize was a De Dion 18 h.p. car, and there is some speculation as to who is the lucky holder of the winning number "143312."—May we hope that it is some subscriber to this paper, home on leave, and who

chanced to visit Paris for the Salon Show? THE PHOENIX LIGHT CAR.

As stated in a previous letter, I intend each week to describe one or other of the smaller and lower priced cars, for which there is a demand in the East—as indicated by several kindly critical correspondents. It will therefore be "up to them," if these descriptions tend to technically, of which I have already been warned by a long suffering editor. Here, then, is the Phoenix 8 h.p. two cylinder light car. It is designed to carry two persons and luggage, and is fully capable of doing it anywhere at any time, and at any pace up to, or beyond the legal limit. It is a motor car afloat to a degree that one only expects to find in the larger and higher priced cars, and its reliability and economy in maintenance are further recommendations. The following is a complete description of the car and its essential features. The engine is 8 h.p., twin cylinder, water-cooled, 4-cylinder, the cylinders being side by side, and having a variable lift to the inlet valves, and with self-adjusting wipe contact. The clutch is a multiple plate clutch running in oil, sweet and smooth in its action, and absolutely definite. The frictional area of the plates far exceeds that of a cone clutch of twice the size. From this clutch the drive is taken up by Haas Renold's chain to the change-speed and reverse gear which runs on a ball bearing shaft. The top speed is direct and the gears are always in mesh. The top gear is controlled by metal to metal clutch, and when this is engaged the whole of the mechanism is at rest and the gear becomes a ball bearing counter-shaft. The low and reverse gears are controlled by bands, engaging metal to metal on the drum of the gear. From the change-speed gear the drive is taken up by a second chain to the differential gear of the back axle. The differential or balance gear of the spur gear type, the standard practice on all high-class cars. The back axle is of 1 inch Chromo Vanadium steel, and the whole is double girder stayed. The steering is geared and practically irreversible. There is entire absence of back lash. The method of changing this gear is arranged in such a manner that it is impossible to do any damage to the gears since the necessary changes are obtained entirely by friction, and one gear cannot be changed without the other being automatically released. The reverse gear is applied by a centre foot pedal. The frame is of tubular construction, best welded steel tubing of heavy gauge being used throughout. It is strongly stayed, and both front and back axles are supported on blade steel springs. Radius rods to the back axle provide the necessary chain adjustment. The brakes to the front wheels are internal metal to metal expanding operated by foot pedal and a patent compensating movement. The brake to the back wheel, operated by side lever, is metal to metal on differential gear drum, and is constructed to hold the car not only firmly in the forward direction, but to hold it with equal power in a backward direction as well. The water-cooling is by Thermo Syphon system, and the radiators are placed on right and left of the dash-board, where the draught runs unimpeded right through. The drive goes straight from the engine through the ball bearing countershaft and thence direct to the back axle. Oil and accumulators are stowed away, easily accessible, but free from dirt and dust. The body is equipped with ample luggage accommodation, and is also fitted with side doors. The whole of the body is suspended so that it can be hinged back, thus rendering the chassis immediately accessible, while the need for an inspection pit is avoided. The tyres are 700 m/m. by 80 m/m. Dunlop for a total weight of 1,700 lbs., far in excess of the combined weight of machine and passengers, in fact the tyres on the Phoenix car are as strong as are often fitted to cars of twice the weight. The steering wheel is placed at a comfortable angle to the driver, and friction retained levers, capable of the minutest adjustment, are placed on the steering column, within easy reach of the hand, to control the throttle spark advance and independent air adjustment, to the carburettor. A foot accelerator is also fitted by means of which the full range of the car's flexibility can be controlled, leaving the hands entirely free for steering purposes. And the price is £140 nett—Phoenix Motors, Ltd., Blundell Street, Caledonian Road, N.

THE ECONOMY OF A MOTOR BOAT.

Of all the places in the East, Bangkok is the city where the motor-boat should be in most request; suitably, therefore, Messrs. Smart and Brown of Erith have just shipped to the "Venice of the East" a three-cylinder Colonial engine and set. The three-cylinder type by the way is one for which there is an increasing call, apparently on account of a pretty general experience that the three-cylinder engine is quite as effective, and more economical, than the four-cylinder type, and moreover, the three-cylinder model is just as silent and smooth in the running. An interesting note on the cost of running a motor boat appears in the current issue of the "Motor Boat." This was a cabin cruiser, 20ft by 8ft, drawing 2ft, carrying 80wt. ballast. Engines 5.5 h.p. 1 cylinder four stroke petrol motor, capable of an average six knots. For six months, including at least a dozen week-

ends alternately down Channel and up-river, last longer periods at Basing, Whitstable etc., with two or three hours or at least three evenings a week, the total running expenses were £7 3 3d. This is evidence enough for the claims made by aquatic motorists, that the petrol engine is not, as one of the cheapest of pleasure crafts to maintain, but that it is a most economical effect on economy, and should be fitted to every cruiser that adventures to sea.

ETHICS AND INDIVIDUAL CONSCIENCE.

Some recent comments of our own find interesting amplification in the following extracts from a review in the *Japan Chronicle*.—The fundamental error of most philosophers, moralists and founders of religion, says M. Deshumbert, is not to have understood that man is a constituent part of the Universe, that he is an integral part of Nature, that he is an element in the Whole. They believed, on the contrary, that man was an independent being, whose "soul" was subject to the laws of Nature, whose "Psyche" was above and outside of matter and force, and had no ties with the universe. They did not see that Nature comprising all that is—no nothing can exist without her—man must submit to the same laws as the rest of the universe, and that consequently we must, like all other creatures, follow the path indicated by Nature.

Regarding the problem of good and evil, the author holds that the conscience of man, which is generally regarded as a standard, is a very unreliable guide in this respect. "The morals of the rich are not those of the poor, those of the weak are not those of the powerful. If a man looks deep into his heart, will he find a law? Will he find conscience to be a sure guide? Not always, for what we call conscience is the result of heredity, education, acquired habits, and the circumstances in which we are developed. Conscience tells the members of certain savage tribes to kill their elders before their muscles are weakened by old age, as they believe that the deceased, before arriving in Paradise, must traverse a region infested with demons and ferocious animals, to cope with which all his strength will be required. The officers of the Inquisition were actuated by their conscience when they put to the torture so many victims who ventured to hold heretical opinions. It will thus be seen that conscience varies with the individual, with the circumstances, and is influenced as easily as all other functions of man.

The idea of the existence of an all-pervading tendency towards the highest development is pleasing enough but it can only be applied to the life-bearing period of a planet. Farther than this it receives no sanction from science. When the planet has run its course and can no longer support life, what becomes of M. Deshumbert's personified nature striving for perfection? Worlds come, life develops, when conditions are favourable, and evolve along the line of least resistance, but there must come a time when life ceases to exist and the worlds return to their original state, the same process being repeated elsewhere in the universe; and, unfortunately, a nothingness of bubbles which swell and swell till finally they burst, others rising up from their ruins.—This is no process of moral and intellectual development. Then why seek to endow the whole universe with qualities which are essentially human attributes?

LATEST STEAMER MOVEMENTS

The O. & O. str. *China* has been delayed, and this ship is now due to arrive at this port, to-morrow morning.

The E. & A. str. *Eastern* from Sydney, &c., left Manila on the morning of the 30th inst., and is due here to-morrow at 7 a.m.

The A. str. *Japan* from Yokohama, Moji and Nagasaki, left Shanghai on the afternoon of the 29th inst., and may be expected here to-morrow at 8 a.m.

The M.A.L. str. *Brasil* left Singapore on 25th inst. at noon, and may be expected here on 3rd prox. at 8 a.m.

The P. & O. str. *Nubia* left Singapore for this port on the 30th inst. at 5.30 a.m.

The N.G.L. str. *Levanto* left Singapore for this port on the 30th inst., and may be expected here on or about the 6th prox.

The Indo-China str. *Kuangsang* left Calcutta for this port via the Straits on 28th inst., and may be expected here on or about 11th prox.

The I.G.M. str. *York* which left here on the 1st inst., at noon, arrived at Genoa on Tuesday, the 28th inst. at 7 a.m.

The str. *Ex Balaon str. Tremont* which sailed hence on 15th ult., arrived at New York on the 15th inst.

The Boston str. *Tremont* sailed from Seattle on 29th inst.

HOW TO FEEL FIT.

THE IMPORTANCE OF DIGESTION IN MAINTAINING GOOD HEALTH.

Many people who certainly could not be described as "unwell" still lack that keen edge of health which has come to be known as "feeling fit." But why is it so difficult to keep fit? Simply because of the tremendous "rush" of modern activity. Excessive activity of the brain and nervous system—in short, the worry—drains the strength of the body, and the digestive organs, weakened perhaps by hastily eaten meals break down under the strain. These digestive organs—the stomach, liver and bowels—must be assisted. Full nourishment must be drawn from the food you eat, so that your whole body may have enough and to spare.

Strengthen them by taking Mother Seigel's Syrup, and all the nutrient your food contains will then go into your system to make rich, healthy, vitalising blood, thus every part of your body will be fully nourished. "That is the way to be fit." The great power of Mother Seigel's Syrup is due to the fact that it acts directly on the organs concerned, restoring natural action to stomach, liver, and bowels.

Writing on April 19th, 1907, Mrs. Rowe, Barre, Vt., Biggin Hill near Orpington, Kent, says: "My food lay on my stomach like a stone; I had splitting headaches, and frequent bilious attacks. But Mother Seigel's Syrup cured me."

Mother Seigel's Syrup cures Indigestion, Bilio-ness, Constipation, Headaches, Wind, Palpitation, Oppression at the Chest, Loss of Appetite, Pains after Food, Nausea, Dizziness, and the many other ills that arise from a disordered state of the digestive system.

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets.

PRICE: 1/3—ONE SIZE ONLY. 67-5

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, MEH-HUTON'S KOWLOON STORE, No. 38, Egin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1933.

Abbey's Effervescent Salt

The disagreeable features of travelling can be overcome when you have a bottle of Abbey's Salt with you.

A change from the daily routine of living brings Headaches, Bilio-ness and Constipation, which are so frequently incidental to travelling. Abbey's Salt will almost instantly relieve you of these disturbers of pleasure by its soothing effect on the Stomach, Liver and Bowels.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd., 144, Queen Victoria Street, London, E.C.

Malarial Dangers

The dangers of this climate are multiplied if your system lacks the vitality of health.

Malaria can find weak spots in your constitution that you know nothing of. The surest preventive is

Hall's Coca Wine

This splendid English tonic restores the system, gives vigour and vitality to every part. It enriches the blood and provides weak nerves with strength. It is the best of health to the drooping of the nerves and the convalescent, and enables you to resist disease.

Hall's Coca Wine is sold by all Chemists and Stores in large and small bottles. Look for the red key-trade mark.

BETTER THAN COPAIBA MATICO

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Diarrhoea. The Capsules, unlike Copaliba, do not cause emphysema on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

CURE FOR ASTHMA GRIMAUD'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, ROARSNESS, and BRONCHITIS, INFLUENZA, and DIFFICULTY IN EXPIRATION.

Grimaud's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAUD & CO. PARIS
Sold by all Chemists.

THORNE'S OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE, OF GREENOCK AND HAS BEEN SOLD AS NO. 1 SINCE 1831.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
As Supplied to the House of Commons.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. FARLANE, Manager.
Hongkong, 19th November, 1931. 43

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S. MOUTRIE & CO., LTD.

THE ORCHESTRELLE CO.'S

NEW MODEL

"AERIOLA"

PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS

AND THE MOST PERFECT INSTRUMENT ON THE MARKET.

A WRITTEN GUARANTEE GIVEN

WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York-Building, Chater Road.

Hongkong, 13th November, 1930. 37-1

A BOON TO WOMEN.

To all women, from blushing maidenhood to the peaceful days of the fruitful end of life, Hall's Coca Wine proves of peculiar service. During the period of what may be called active womanhood it prevents irregularities; in delicate cases it corrects the stomach, relieves sickness, suppresses morbid cravings, and so strengthens the nervous and muscular system as to minimise the trouble. And at the "change of life," it is most valuable because it soothes and assuages the fanciful irritable impression of the mind, cheers the spirits, sustains the physical strength, and carries women successfully over the grave mental and bodily dangers of that critical period. 67-9

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "YASAKI," which applies to all Branch Offices.

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MANAGER MITSU BISHI Co. with name of place under.

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AGENTS:—

YOKOHAMA, M. ASADA, Esq., OHNKIANG, Messrs. GRADING & CO., MANILA: Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takashima, Johi, Shimon, Namsanta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Basan Coal.

Fels Agents for KISHIDAKE COAL.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong 8141
No. 2, Pedder Street.

There is no medicine in the world to compare with

The Handy Home Remedy.

A box of BEECHAM'S PILLS should always be kept in the house, as, like a "stitch in time," they may save much future worry and expense. On the first sign of any derangement of the system a dose should be taken; and they will invariably have the most beneficial effect.

"Prevention is better than cure," we are told. Next time you feel "out of sorts" just take a dose of Beecham's Pills, and so prevent a seemingly small ailment growing into serious trouble. BEECHAM'S PILLS prevent illness as well as cure it. Most people take them to keep themselves in good health. These are wise and happy ones—they hardly ever know what illness is.

There is no medicine in the world to compare with

BEECHAM'S PILLS

They will not harm the most delicate—and the strongest will benefit by using them. They are a tried remedy the trusted friend of thousands of families all over the world.

Women especially suffer from headache, backache, loss of energy and spirits. Nervous Dyspepsia and many other ailments which make life almost unbearable. Every woman can be immediately relieved of this suffering if upon the first sign of any derangement she will take a dose of BEECHAM'S PILLS.

Worth a Guinea a Box.

In boxes, price 2/6 and 1/6.

Hongkong, 19th November, 1931. 43

SHIPPING.

ARRIVALS.
ASTANOK, British str., 3021, J. Barber, 30th January—Shanghai 27th Jan. General—Butterfield & Swire.
HAINUN, British str., 838, A. J. Robson, 30th January—Swatow 29th January, General—Douglas, Lapraik & Co.
KWEIYANG, British str., 1,044, M. Dowson, 29th January—Hoihow 28th Jan., General—Butterfield & Swire.
MOROKI MARU, Japanese str., 2,736, J. Handa, 30th January—Bontay via Singapore 22nd Jan., General—Nippon Yusen Kaisha.
PAOTING, British str., 30th January—Canton.

CLEARANCES
At the Harbour Master's Office.
30th January.
CHIT, British str., for Hongkong.
Hainun, British str., for Coast Ports.

DEPARTURES.
18th January.
ALACRITY, Brit. despatch boat, for Singapore.
ARCONA, German str., for Amoy.
29th January.
FLORA, British str., for Penang.
SLAVONIA, German str., for Shanghai.
TINGHANG, British str., for Canton.
3rd January.
CHEUNGCHOW, British str., for Amoy.
FUKUKA MARU, Japanese str., for Moji.
HAINUN, British str., for Swatow.
HONGKONG, French str., for Hongkong.
KASHING, British str., for Saigon.
OARFA, British str., for Sourabaya.
SCOTIA, British str., for Yokohama.
TAKI MARU, Japanese str., for Rangoon.
WUW, British str., for Shanghai.

SHIPPING REPORTS.
The British str. Hainun reports: Fresh to strong monsoon and high sea.
The British str. Kueyung reports: Strong E. N. E. wind and high sea, hazy at times.

VESSELS IN DOCK.
January 30th.
ABROUDDOCKS.
KOWLOON DOCKS—Neil Melod, Persia, Germania, Luchow, Aniso, Prinz Waldemar, Borussia.
COSMOPOLITAN DOCKS—Singen, Suisung, Chingking.

CHINA & MANILA STEAMSHIP COMPANY, LTD.

A CARNIVAL
WILL BE HELD IN
MANILA under Government Auspices commencing on the 27th FEBRUARY, 1908.

AS AN inducement to Hongkong residents to patronize this important agent besides enjoying a holiday of reasonable length we have decided to despatch the Steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY the 22nd FEBRUARY. The "ZAFIRO" will reach Manila on Tuesday morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of TUESDAY, 3rd MARCH. She will reach Hongkong again at daylight on THURSDAY, the 5th MARCH. We have arranged a Special Fare for this round trip of \$50, and passengers should, if so desire, make arrangements to remain on board during the steamer's stay in Manila. For further particulars, apply to the undersigned.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd January, 1908. 1908-20

VESSELS ON THE BERTH.
COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST-SIMONS."
Captain Girard, will be despatched for the above Ports on or about MONDAY, the 3rd February.

For Freight or Passage, apply to
J. MILLET,
Agent.
Hongkong, 29th January, 1908. 2

COMPAGNIE DES MESSEGERIES MARITIMES.

RENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, D JIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEE AND BLACK SEA PORTS.

THE Steamship

"YARRA."
Captain Seller, will be despatched for MARSEILLES, on TUESDAY, the 4th February, at 1 P.M.

This steamer connects at Colombo with the Australian line steamer "Australia" bound for Melbourne via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "OCEANIAN" ... 18th Feb.
S.S. "ERNEST SIMONS" ... 3rd March.
S.S. "TONKIN" ... 17th March.
J. MILLET,
Agent.
Hongkong, 23rd January, 1908. 2

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJIBODAS."
Captain Zwart, will be despatched for the above Ports on or about 4th February.

For information as to Freight and Passage, apply to the
Head Agent of the
JAVA-CHINA-JAPAN LINE,
York Buildings, 1st Floor.
Hongkong, 29th January, 1908. 279

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into F or Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & CO. VIA USUAL PORTS OF CALL.	PENINSULAR	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 8th Feb., at Noon.
LONDON, ANTWERP & HAMBURG	FLINTSHIRE	Brit. str.	—	Seller	SHEWAN, TOMES & Co.	On 20th February.
MARSEILLES, HAVRE & COPENHAGEN	YARRA	Fr. str.	—	H. Pybus	MESSEGERIES MARITIMES	On 4th Feb., at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG & ROTTERDAM, BREMEN & HAMBURG VIA STRAITS & HAYRE & HAMBURG VIA STRAITS & CO.	PETRONIA	Dan. str.	—	H. Pybus	MELCHERS & Co.	On 21st February.
HAYRE & HAMBURG VIA STRAITS & CO.	RHENANIA	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERIKA LINE	On 26th February.
NAPLES, GENOA, ALGERIA, GIBRALTAR & CO.	C. FRED. LAISZ	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERIKA LINE	On 14th February.
TRIESTE, & CO. VIA SINGAPORE, & CO.	SAXONIA	Ger. str.	k.w.	H. Pybus	HAMBURG-AMERIKA LINE	On 13th March.
BOSTON & NEW YORK	BRASILIA	Ger. str.	—	H. Pybus	MELCHERS & Co.	On 12th Feb., at Noon.
NEW YORK VIA SUEZ CANAL	PRINZ HEINRICH	Ger. str.	—	H. Pybus	SANDER, WIELER & Co.	About 24th February.
NEW YORK VIA PORTS & SUEZ CANAL	AUSTRIA	Aus. str.	—	H. Pybus	DODWELL & Co., Ltd.	About 25th February.
VANCOUVER VIA SHANGHAI JAPAN, & CO.	SHIMOSA	Brit. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	About 16th March.
VANCOUVER VIA SHANGHAI JAPAN, & CO.	INDRANI	Brit. str.	—	H. Pybus	SHEWAN, TOMES & Co.	On 13th Feb., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SAINT PATRICK	Am. str.	—	H. Pybus	CANADIAN PACIFIC R. Co.	On 22nd April, at Noon.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, & CO.	EMPEROR OF JAPAN	Brit. str.	2m.	H. Pybus	DODWELL & Co., Ltd.	On 8th February.
AUSTRALIAN PORTS VIA MANILA	MONTEAGLE	Brit. str.	1m.	H. Pybus	TOYO KISEN KAISHA	Sometime in March.
YOKOHAMA AND KOBE	KUMERO	Am. str.	—	H. Pybus	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
JAPAN	KANETO MARU	Jap. str.	—	H. Pybus	MELCHERS & Co.	To-morrow, at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHINGTO	Brit. str.	1m.	H. Pybus	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	PRINZ SIGISMUND	Ger. str.	—	H. Pybus	MELCHERS & Co.	About 1st February.
SHANGHAI	TJIPANAS	Dut. str.	—	H. Pybus	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	KLEIST	Ger. str.	—	H. Pybus	HAMBURG-AMERIKA LINE	On 2nd February.
SHANGHAI	SHAOHSING	Brit. str.	1m.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	About 2nd February.
SHANGHAI	PAOTING	Brit. str.	1m.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	About 3rd February.
SHANGHAI	BRASILIA	Ger. str.	k.w.	H. Pybus	BUTTERFIELD & SWIRE	On 6th Feb., at 4 P.M.
SHANGHAI	NURIA	Brit. str.	—	H. Pybus	BUTTERFIELD & SWIRE	On 7th Feb., at 4 P.M.
SHANGHAI	KWONGSANG	Brit. str.	1m.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	About 7th February.
SHANGHAI	ERNEST SIMONS	Fr. str.	—	H. Pybus	MELCHERS & Co.	On 11th Feb., at 4 P.M.
SHANGHAI	LINAN	Brit. str.	1m.	H. Pybus	BUTTERFIELD & SWIRE	On 14th Feb., at 4 P.M.
SHANGHAI	TOCHOW	Brit. str.	1m.	H. Pybus	BUTTERFIELD & SWIRE	On 15th February.
SHANGHAI	DELTA	Brit. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	On 2nd Feb., at 10 A.M.
SHANGHAI	KIUKANG	Brit. str.	1m.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	KYTSANG	Brit. str.	—	H. Pybus	SHEWAN, TOMES & Co.	On 3rd February.
SHANGHAI	CATHAY	Dan. str.	—	H. Pybus	BUTTERFIELD & SWIRE	On 11th Feb., at 4 P.M.
SHANGHAI	SAMBA	Ger. str.	k.w.	H. Pybus	BUTTERFIELD & SWIRE	On 8th Feb., at 4 P.M.
SHANGHAI	DAIJIN MARU	Jap. str.	—	H. Pybus	BUTTERFIELD & SWIRE	On 15th Feb., at 4 P.M.
SHANGHAI	HAINUN	Brit. str.	2h.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	On 12th Feb., at Noon.
SHANGHAI	LOONGSANG	Brit. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	To-day, at 8 P.M.
SHANGHAI	EURE	Brit. str.	—	H. Pybus	JAVA-CHINA-JAPAN LINE	About 4th February.
SHANGHAI	TAMING	Brit. str.	1m.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	YUENSANG	Brit. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	ZAFIRO	Brit. str.	1m.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	SURGIANG	Brit. str.	1m.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	KAIFONG	Brit. str.	1m.	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	MAUSANG	Brit. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	BOREBO	Ger. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	LEVANZO	Ital. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	KUMSANG	Brit. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	TJIBODAS	Dut. str.	—	H. Pybus	JARDINE, MATHESON & Co., Ltd.	

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF ORDERS 11 days Across the Pacific is the "EMPEROR LINE" Saving 5 to 10 days Ocean Travel.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000	—	THURSDAY, 13th Feb.	2nd March
"EMPEROR OF CHINA" 6,000	—	THURSDAY, 12th March	30th March
"EMPEROR OF INDIA" 6,000	—	THURSDAY, 9th April	27th April
"MONTEAGLE" 6,168	—	WEDNESDAY, 22nd April	16th May
"EMPEROR OF JAPAN" 6,000	—	THURSDAY, 7th May	25th May
"EMPEROR OF CHINA" 6,000	—	THURSDAY, 4th June	22nd June

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.
THE Quickest route to CANADA, UNITED STATES AND EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.
Hongkong to London, let Class ... via St. Lawrence River Lines or New York \$71.10
Intermediate on Steamers ... 240, " 242,
and let Class Railways ...
First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Al.	Manila	On 1st February.
ZAFIRO	2540	Rodger	Manila	On 8th February.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS
Hongkong, 28th January, 1908. 14

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY
FOR NEW YORK VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SAINT PATRICK" ... About 16th March.
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 28th January, 1908. 15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* KUMERO	6,232	Cowley	On 8th February, 1908.
* SHAWMUT	9,666	E. V. Roberts	On 21st February, 1908.
* TREMONT	9,666	T. W. Garlick	On 17th March, 1908.
* SUVERIC	6,232	W. Shotton	On 8th April, 1908.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.
Hongkong, 18th January, 1908. 8

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on board. Doctor and Stewardesses carried. These steamers call at MARSEILLES and PLYMOUTH homeward, at SOUTHAMPTON and at NAPLES outward.

In addition to these boats the steamers "SCANDIA" and "SILERSIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARDS.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA	FOR THE STRAITS, COLOMBO, ADEN, SUZ, PORT SAID, MARSEILLES, PLYMOUTH, HAVRE & HAMBURG.
* HOHENSTAUFEN ... 22nd Feb., 1908	* RHENANIA ... 26th Feb., 1908
	* HOHENSTAUFEN ... 26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Feb.
SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th Feb.
NEXT SAILINGS HOMEWARD:
VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OXFORD, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LIVERPOOL, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.
C. FRED. LAISZ ... ROTTERDAM, BREMEN & HAMBURG ... 5th Feb.
SAXONIA ... HAVRE & HAMBURG ... 14th Feb.
* RHENANIA ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 26th Feb.
BRASILIA ... HAVRE & HAMBURG ... 15th March.
* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidship. Lighted throughout by electricity. Duly qualified Doctor and Stewardesses carried. Laundry on board.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"PENINSULAR."
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay & on SATURDAY, the 8th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACDONALD," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. 38k and Vainakos, all cargo for France and Tea for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 29th January, 1908. 1

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.
FOR BOSTON AND NEW YORK.
S.S. "SHIMOSA" ... 12th February.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 21st January, 1908. 167

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE."
Will be despatched for the above Ports on THURSDAY, the 20th February.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 23rd January, 1908. 179

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID.
Taking Cargo at through rates to the BRAZIL, SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"AUSTRIA."
Capt. Gillhuber, will be despatched as above on or about MONDAY, the 24th February. This steamer has special accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes' Buildings.
Hongkong, 29th January, 1908. 3

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI."
Captain MacFarlane, will be despatched as above on or about TUESDAY, the 25th February. For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th January, 1908. 274

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN. PORTS (Karachi, Kobe and Yokohama). With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons
"KASATO MARU" ... 6,100 Sometime in March 1908.
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.
Hongkong, 27th December, 1907. 10

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1906.

DAVID CORSE & SON'S
MERCHANT NAVY
"VY BOILED"
"LONG FLAX"
"RELIANCE CROWN"
"TAEPAULING"
ARNHOLD, KARBURG & CO.
Sole Agents.
1904

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STRAINS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 2nd Febr.	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 7th Febr.	Freight and Passage.
LONDON VIA USUAD PORTS OF CALL	REINSLAR Capt. R. A. Peters	Noon, 8th Febr.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 29th January, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STRAINS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 31st Jan., 4 P.M.
SHANGHAI	"PAOTING"	On 1st Febr., 4 P.M.
SHANGHAI	"SHAOHSING"	On 1st Febr., 4 P.M.
MANILA	"TAMING"	On 5th Febr., 4 P.M.
SHANGHAI	"LINAN"	On 5th Febr., 4 P.M.
CEBU and ILOILO	"YUENHANG"	On 7th Febr., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 8th Febr., 4 P.M.
MANILA	"KIUKIANG"	On 11th Febr., 4 P.M.
CEBU and ILOILO	"TEAN"	On 11th Febr., 4 P.M.
	"KAIFONG"	On 15th Febr., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight, or Passage, apply to—
HONGKONG, 31st January, 1908.BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STRAINS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	On 13th February.
MAIRIEILLES, HAVRE, and COPENHAGEN	"PETRONIA"	On 21st February.

For Further Particulars, apply to
HONGKONG, 17th January, 1908.

MELOHERS & CO.,
AGENTS.

OSA KA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	"DAIWIN MARU" Capt. I. SAKURAI	SUNDAY, 2nd Febr., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th January, 1908.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STRAINS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. RUD. MEYER	About Saturday 1st February.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	Saturday, 1st Febr., at 5 P.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Friday, 7th February.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ HEINRICH" Capt. GROSCH	Wednesday 12th Febr., at Noon.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMMILL	Middle of Feb.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th January, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIMAKI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJILIWONG	JAPAN	Second half of Febr.	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 29th January, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA "KUMSANG"	Friday, 31st Jan., 3 P.M.
MANILA "LOONGSANG"	Friday, 31st Jan., 4 P.M.
SHANGHAI "KWONGSANG"	Sunday, 2nd Febr., 11 P.M.
SHANGHAI "TUNGSAI"	Sunday, 2nd Febr., 11 P.M.
MANILA "YUENSANG"	Friday, 7th Febr., 4 P.M.
SANDAKAN "MAUSANG"	Saturday, 8th Febr., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI "KUSANG"	Friday, 14th Febr., 4 P.M.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, and Tientsin via Chingwanau.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
HONGKONG, 31st January, 1908.

GENERAL MANAGERS.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 16, DES VIGUE ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. L. T. Leatham, en route Singapore	Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. L. T. Leatham, en route Singapore
Astrak, 2nd class cruiser, 4500 tons, 10 guns, 2000 h.p., Captain C. L. Vaughan-Lee, Shanghai	Astrak, 2nd class cruiser, 4500 tons, 10 guns, 2000 h.p., Captain C. L. Vaughan-Lee, Shanghai
Bedford, British cruiser, Capt. S. E. Erskine, R.N., Hongkong	Bedford, British cruiser, Capt. S. E. Erskine, R.N., Hongkong
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. G. W. Davidson, Shanghai	Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. G. W. Davidson, Shanghai
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. L. Bamber, Shanghai	Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. L. Bamber, Shanghai
Cadmus, British sloop, 1070 tons, Comdr. B. L. Mansfield, Hongkong	Cadmus, British sloop, 1070 tons, Comdr. B. L. Mansfield, Hongkong
Chio, British sloop, 1070 tons, Comdr. C. D. S. Talbot, Amoy	Chio, British sloop, 1070 tons, Comdr. C. D. S. Talbot, Amoy
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 570 h.p., Lieut. Comdr. G. Gresson, Hongkong	Fame, torpedo-boat destroyer, 310 tons, 6 guns, 570 h.p., Lieut. Comdr. G. Gresson, Hongkong
Flora, 2nd class cruiser, 4300 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Hongkong	Flora, 2nd class cruiser, 4300 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Hongkong
Hardy, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, Hongkong	Hardy, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, Hongkong
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickens, West River	Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickens, West River
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 2900 h.p., Lt. Comdr. C. A. Freemantle, West River	Janus, torpedo-boat destroyer, 320 tons, 6 guns, 2900 h.p., Lt. Comdr. C. A. Freemantle, West River
Kent, armoured, 1300 tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong	Kent, armoured, 1300 tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong
King Alfred, British cruiser, Flag ship of Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Tharby, en route Singapore	King Alfred, British cruiser, Flag ship of Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Tharby, en route Singapore
Kinshira, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Tennyson, Yangtze	Kinshira, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Tennyson, Yangtze
Merlin, surveying ship, 1090 tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Manila	Merlin, surveying ship, 1090 tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Manila
Monmouth, cruiser, 3500 tons, Capt. J. A. Tuke, Hongkong	Monmouth, cruiser, 3500 tons, Capt. J. A. Tuke, Hongkong
Moorehead, river gunboat, 130 tons, 2 guns, Lieut. Comdr. A. Mellin, Hongkong	Moorehead, river gunboat, 130 tons, 2 guns, Lieut. Comdr. A. Mellin, Hongkong
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. E. S. Roy, R.N., Shanghai	Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. E. S. Roy, R.N., Shanghai
Otter, torpedo-boat destroyer, 355 tons, 6 guns, 830 h.p., Lt. Comdr. Kiddle, Hongkong	Otter, torpedo-boat destroyer, 355 tons, 6 guns, 830 h.p., Lt. Comdr. Kiddle, Hongkong
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Walcott, West River	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Walcott, West River
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickell, Hongkong	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickell, Hongkong
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze	Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze
Taku, torpedo boat destroyer, Bonn, Strath, Hongkong	Taku, torpedo boat destroyer, Bonn, Strath, Hongkong
Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong	Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong
Tesl, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfre, Yangtze	Tesl, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfre, Yangtze
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Shanghai	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Shanghai
Virago, torpedo-boat destroyer, 393 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Hongkong	Virago, torpedo-boat destroyer, 393 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Hongkong
Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. R. W. Glunne, Hongkong	Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. R. W. Glunne, Hongkong
Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5900 h.p., Lieut. Comdr. H. B. Cox, Hongkong	Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5900 h.p., Lieut. Comdr. H. B. Cox, Hongkong
Wildgeese, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. John F. Knox, Yangtze	Wildgeese, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. John F. Knox, Yangtze
Woodcock, gunboat, 150 tons, 2 guns, 650 h.p., Lieut. Comdr. H. R. V. Cottrell, Dormer, Yangtze	Woodcock, gunboat, 150 tons, 2 guns, 650 h.p., Lieut. Comdr. H. R. V. Cottrell, Dormer, Yangtze
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. R. Livingston, Yangtze	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. R. Livingston, Yangtze

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

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REPAIRING SHIPS, ENGINES, and

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